



King Street Bicycle Lanes and Pedestrian Improvements

**Traffic and Parking Board
November 25, 2013**

Issue:

Consideration of a request to remove parking on King Street from West Cedar Street to Highland Place in order to add Bike Lanes and pedestrian improvements.

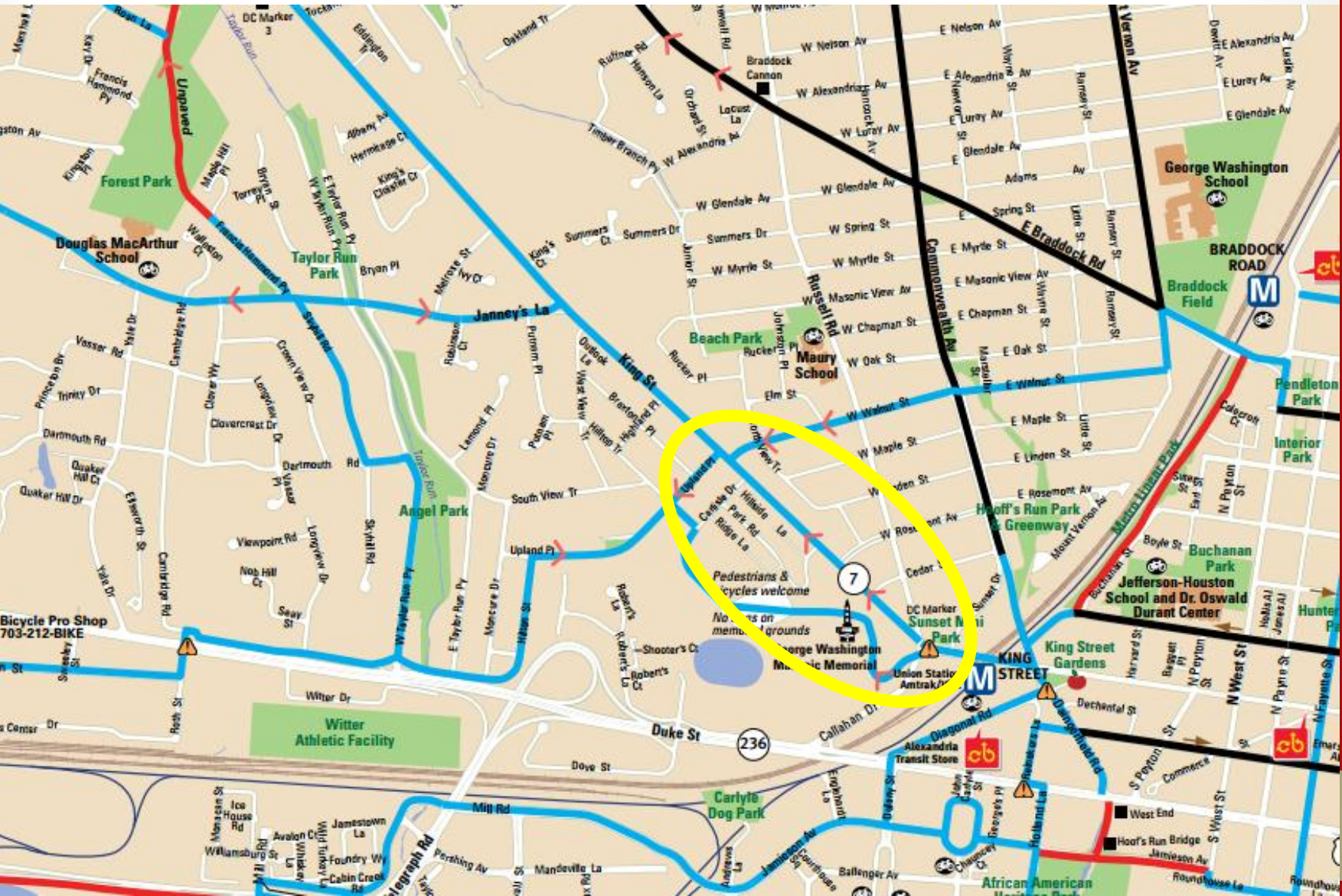
Staff's Recommendation:

That the board recommend removing parking on the north side of King Street from West Cedar Street to Highland Place to install traffic calming, bicycle lanes and pedestrian safety improvements.

Complete Streets

- **City Council Goal #3:** A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians
- **Complete Streets Policy:** Alexandria shall incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users
- **Transportation Master Plan:** Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety
- **Pedestrian and Bicycle Master Plan**

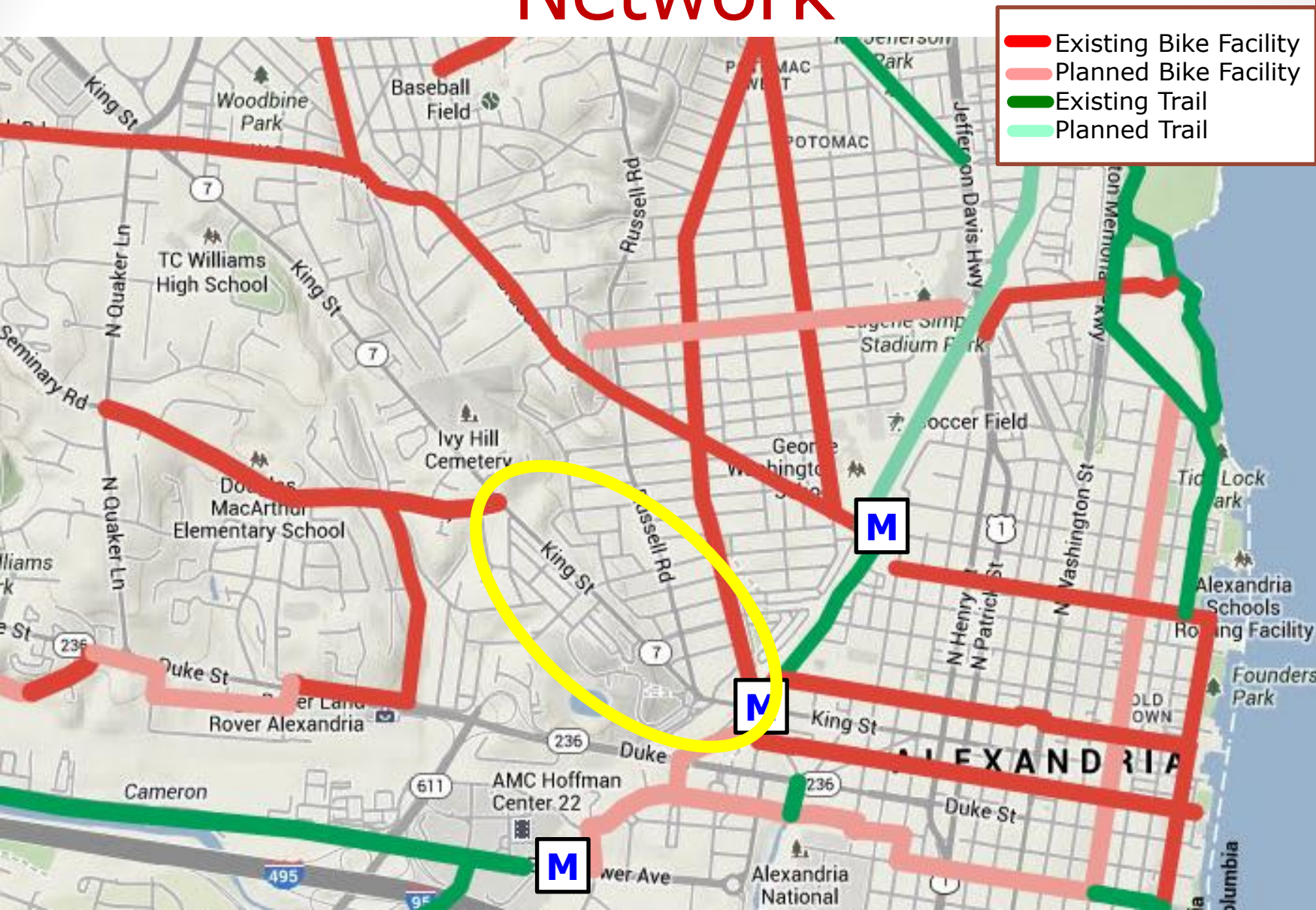
Bicycle Map



Existing & Planned Bicycle Network



Traffic & Parking Board – Nov. 25, 2013





Data Collection

King Street Parking Survey						
Date	Day	Time	Russell to Carlisle (18)	Carlisle to Highland (9)	Highland to Janneys (10)	Total
3/27/2013	Wednesday	8:00 PM	0	2	4	6
3/28/2013	Thursday	9:30 AM	0	0	1	1
4/2/2013	Tuesday	8:45 AM	0	1	1	2
4/4/2013	Thursday	1:45pm	0	2	0	2
4/4/2013	Thursday	7:30pm	1	4	0	5
4/4/2013	Thursday	9:00pm	0	0	2	2
4/5/2013	Friday	6:45am	0	0	3	3
4/12/2013	Friday	7:45am	1	0	1	2
4/15/2013	Monday	9:45 PM	0	0	1	1
4/21/2013	Sunday	2:30 PM	2	0	2	4
4/29/2013	Monday	7:15 PM	0	0	0	0
4/29/2013	Monday	9:00 PM	0	0	0	0
6/11/2013	Tuesday	6:45PM	0	1	3	4
6/11/2013	Tuesday	9:30PM	0	1	1	2
AVERAGE (Russell to Janney's)			0.29	0.79	1.36	2.43

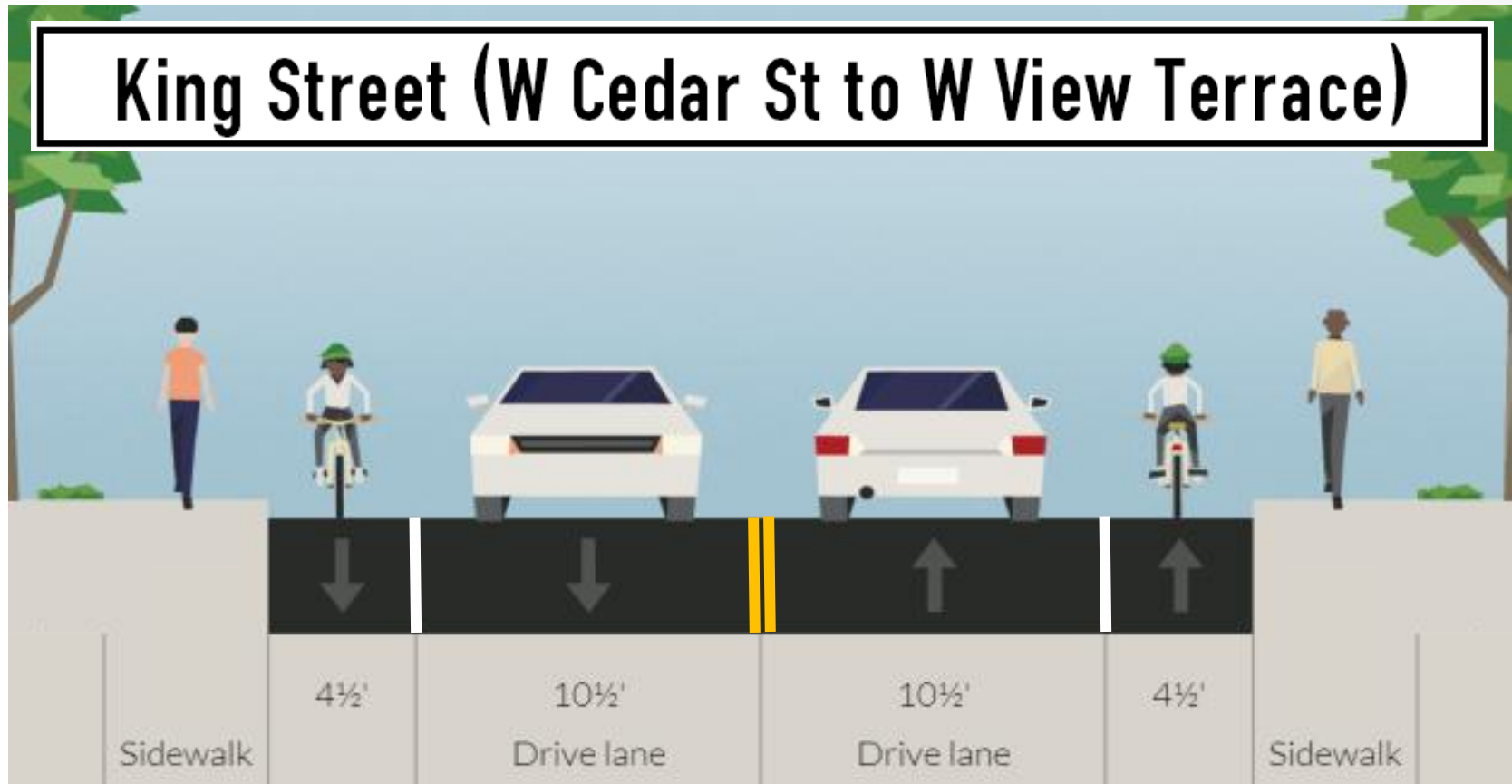


Public Process

- Taylor Run Civic Association: 6.12.13
- Bicycle & Pedestrian Advisory Committee: 8.19.13 and 10.21.13
- Traffic & Parking Board: 7.22.13
- Neighborhood Flyer: 9.12.13
- Public Meeting #1: 9.18.13
- Public Meeting #2: 10.30.13
- Traffic & Parking Board: 11.25.13

Concept 1 (presented to public on 9/18/13)

King Street (W Cedar St to W View Terrace)



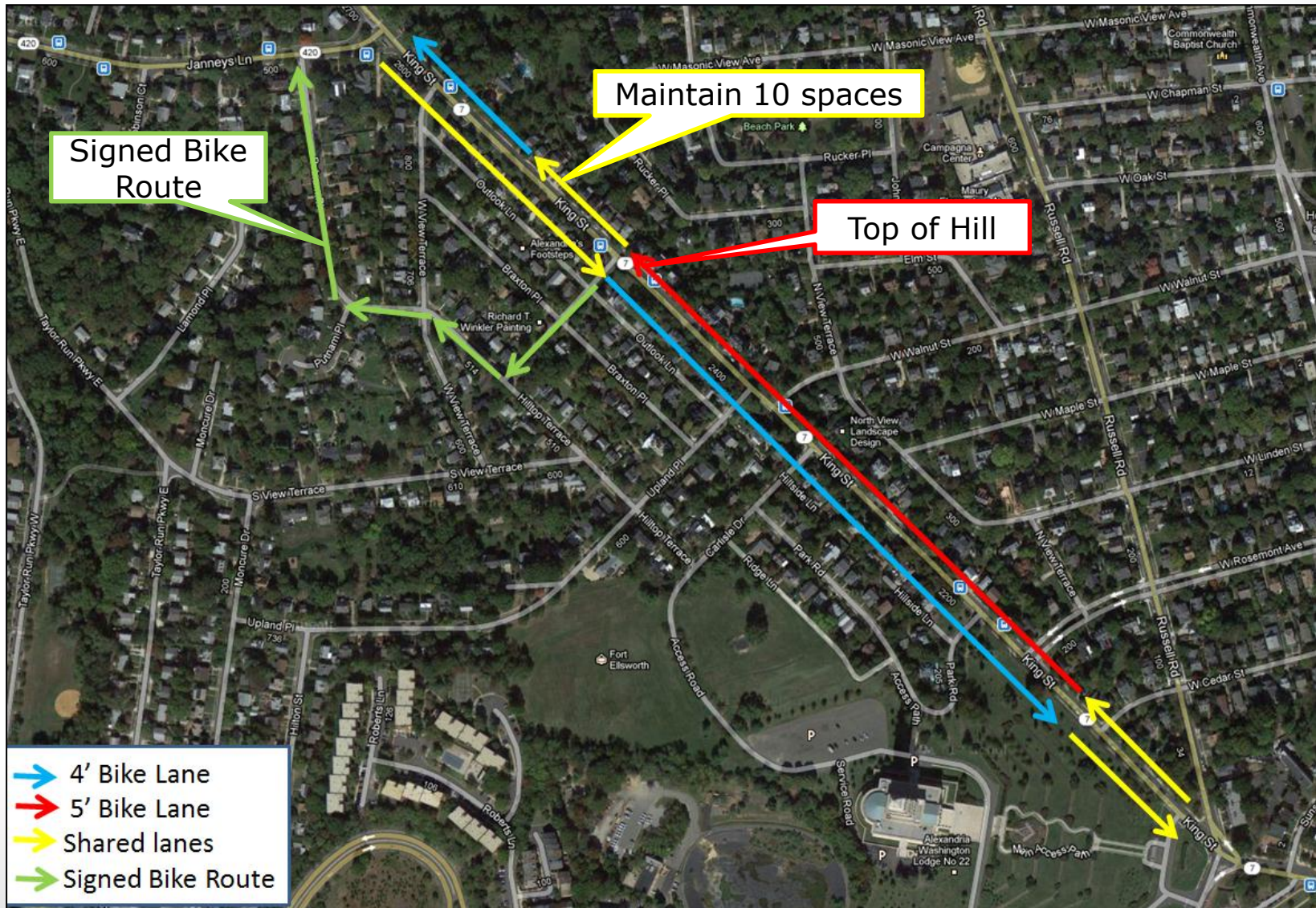
- Provide 4.5' bike lanes in both directions from W Cedar St to W View Tr
- Remove parking from W Cedar Street to W View Terrace
- Maintain 2 westbound lanes approaching Janney's Lane
- Maintain 2 eastbound lanes approaching Callahan Drive/Russell Road



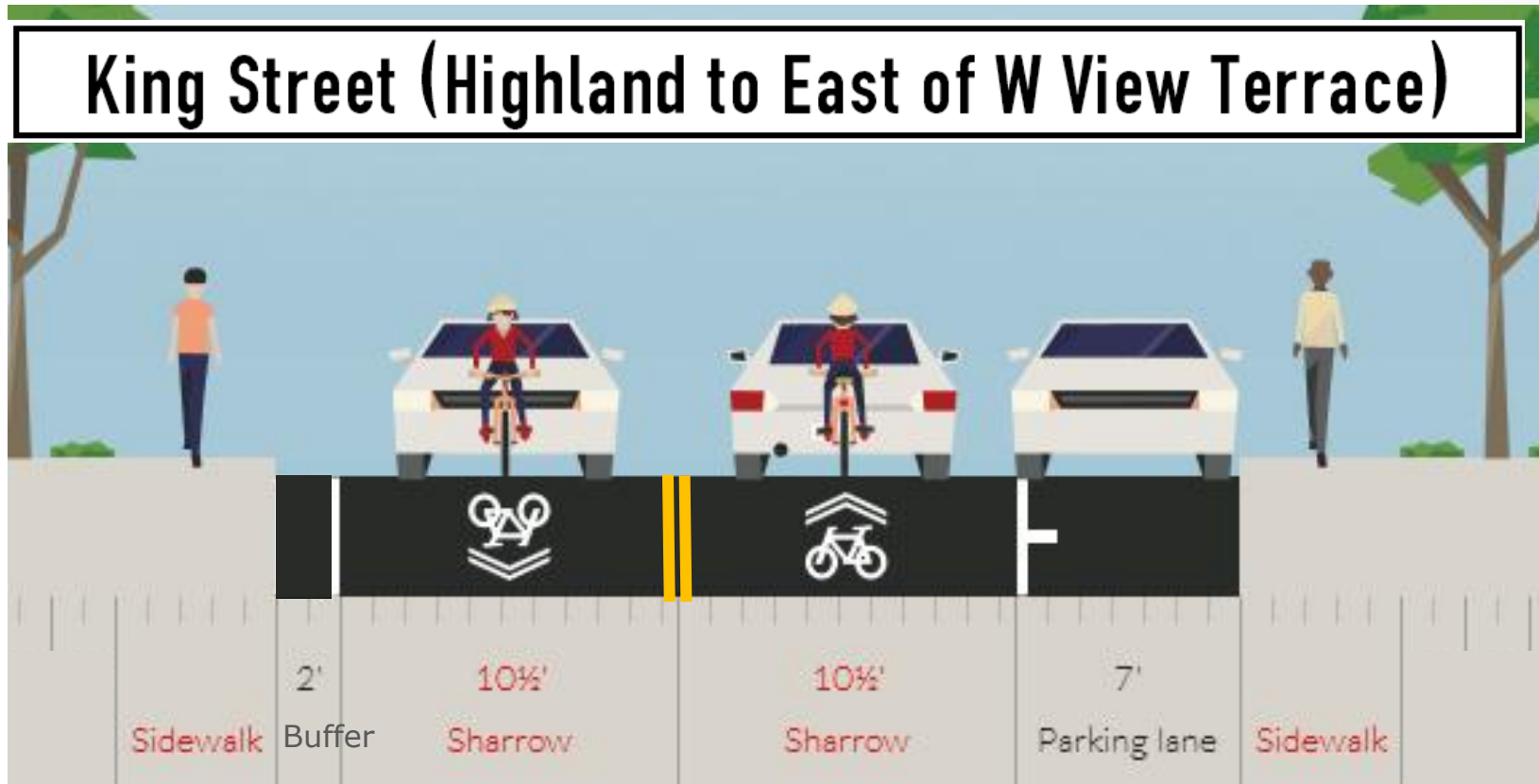
Data Collection

Type of Data	Results
Eastbound Volumes – Daily Total	6,238 vpd
Eastbound Volumes – Peak Hour	493 vph
Westbound Volumes – Daily Total	6,500 vpd
Westbound Volumes – Peak Hour	600 vph
King Street Daily Total	12,738 vpd
Bicycle Volumes (peak hour)	11.5 cyclist
Eastbound 85 th Percentile Speed	35.4 mph
Westbound 85 th Percentile Speed	32.7 mph
Bicycle & Pedestrian Crashes (5 year)	1 ped crash
Vehicular Crashes (5 year)	30 crashes

Proposed Plan



Concept 2



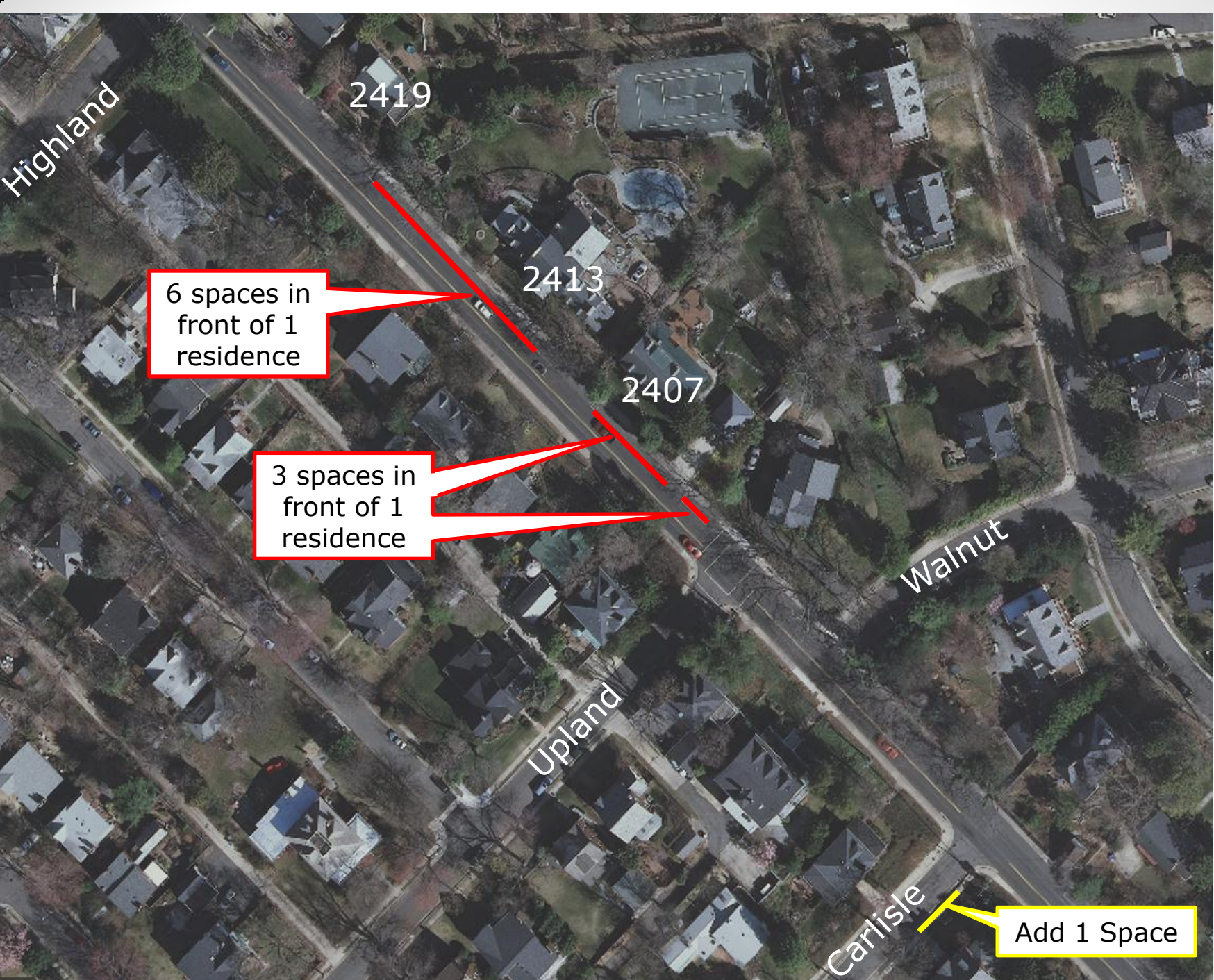
- Provide shared bike lanes where parking exists between Highland & Janney's
- Retain 10 existing parking spaces
- Provide a buffer along southern sidewalk





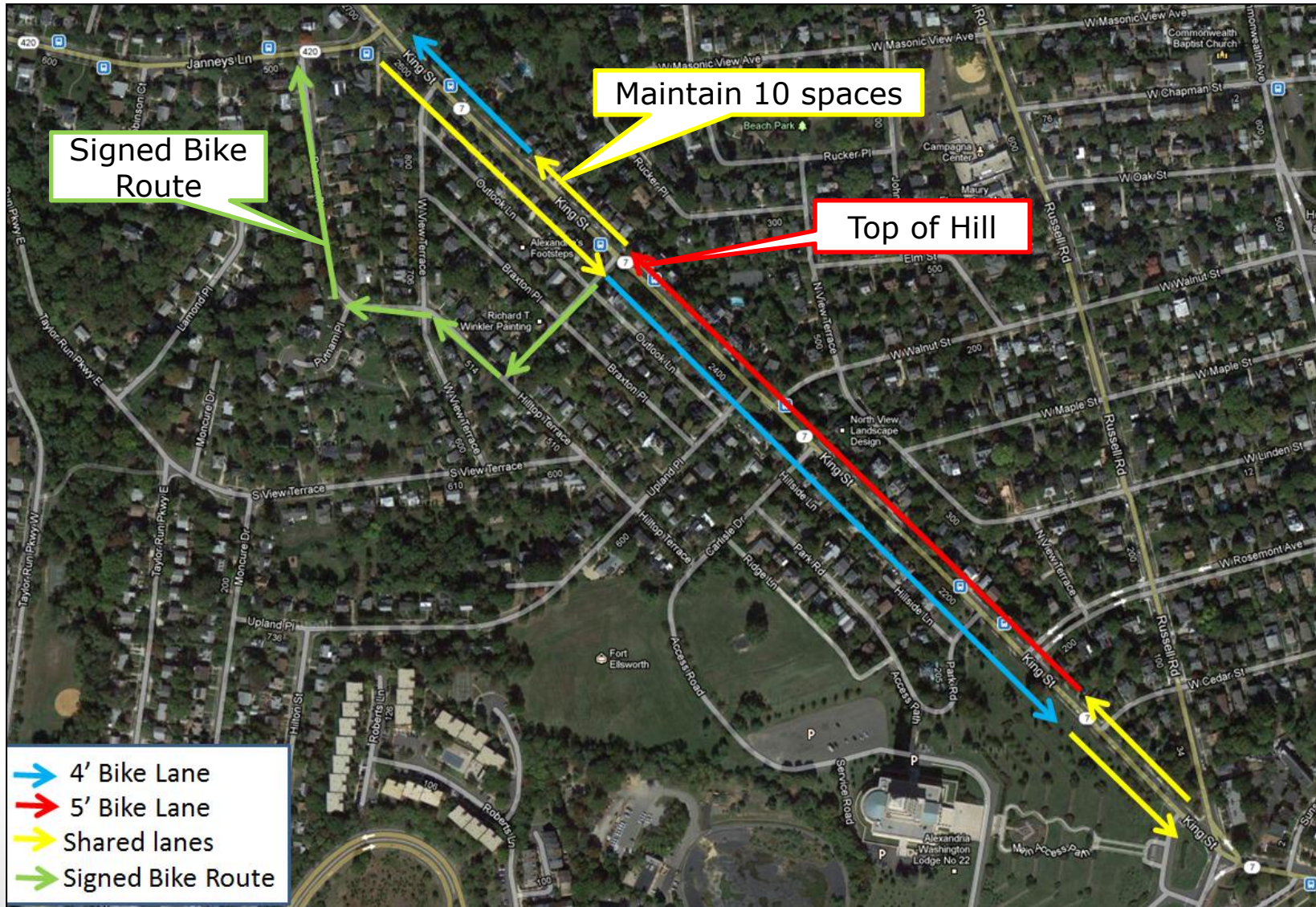
17 Spaces against
the Fence with N
View Terrace
Addresses





Add 1 Space

Proposed Plan



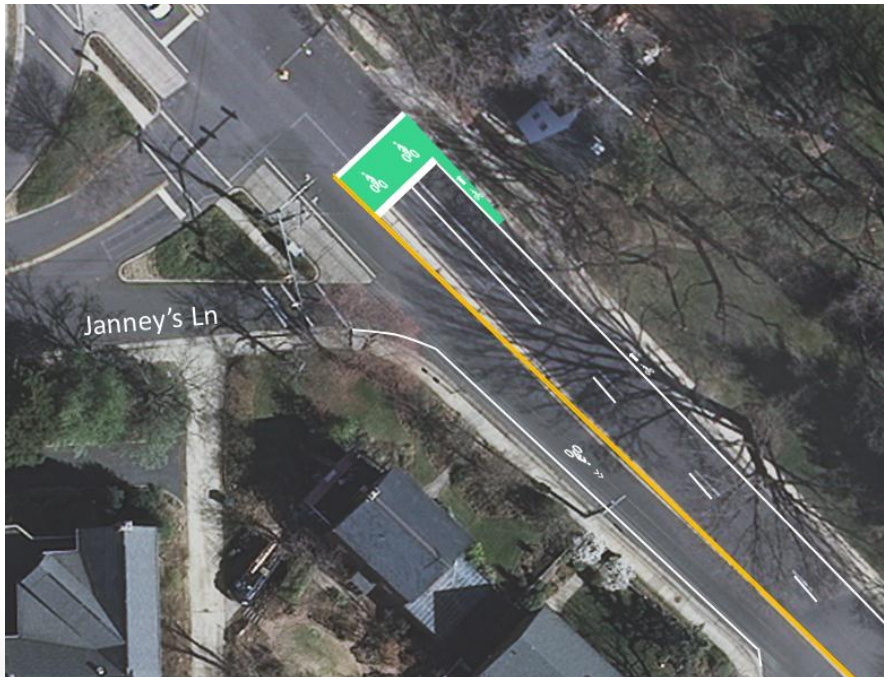
Additional Pedestrian Improvements

- Buffered south sidewalk between Janney's and Highland
- Pedestrian rapid flashing beacon and High visibility crosswalk at Upland Pl.
- Pedestrian countdown signals and push buttons at Highland Pl.
- New crosswalks at Park Pl., Carlisle Dr., W Cedar St. & W View Tr.
- Speed board between Highland Pl and Upland Pl (if feasible)



Additional Bicycle Improvements

- Alternative Bicycle Route signage on Upland Pl., Hilltop Tr. and Putnam Pl.
- Bicycle Box at Janneys' Lane



Comments & Concerns

Comments/Concerns	Response
Emergency vehicle parking	Emergency vehicles can park anywhere
Emergency vehicle access	Road is the same width – cars can pull to the side to let EV pass as they do now
Deliveries/Drop off/Carpool	“No Parking signs” not “No Standing” – Provided wider lane on North side
Moving Vans	Permits can be obtained
Guest parking for parties/ large functions	Same as the rest of the city where public on street parking is limited
Backing into/out of driveway	Provided wider bike lane on the north side of the street to create buffer
Sidewalks are too narrow	Providing bike lane will keep cyclists off sidewalks & added buffer will improve safety for pedestrian
Too much speeding on King	Narrowed travel lanes to decrease speed & Install speed board if desired & feasible



Comments & Concerns

Comments/Concerns	Response
Difficult to cross at Upland Pl.	Installing rapid flashing beacon
Cyclists won't want to share lanes	Provide alternate signed route through neighborhood
Turning onto Janney's Ln. is difficult for cyclists	Provide bike box at Janney's intersection
Need more accessible crossings at Highland	Looking into feasibility of installing pedestrian signals and push buttons
People run the light at Highland	Requested APD patrol
Visitor parking	Across the street or west of Highland Pl
2500 Block has short driveways	Maintain existing parking
Provide speed tables on King	City does not install raised crossings on arterials with buses and main emergency vehicle routes
Need more data	City collected new speed & volume counts

Complete Streets Policy Exceptions

Every street project shall incorporate to the extent possible Complete Streets infrastructure provided, however, that such infrastructure may be excluded when documentation and data indicate that:

Allowable Exceptions	Qualify?
Use by non-motorized users is prohibited by law	No
The cost would be excessively disproportionate to the need or probable future use	No
There is an absence of current or future need	No
Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project	No



Adopted Plans

Plan	Language	Consistent with Plan?
City Council Strategic Goal #3	A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.	Yes
Complete Streets Policy	<p>That, if feasible, the Department of Transportation and Environmental Services shall:</p> <ul style="list-style-type: none">• Make Complete Streets practices a routine part of everyday operations• Incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users• Incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users.• Implement Complete Streets infrastructure to increase safety for users within the scope of pavement resurfacing, restriping, or signalization operations	Yes
Transportation Master Plan	<ul style="list-style-type: none">• The City will make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk.• Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety.	Yes
Pedestrian & Bicycle Mobility Plan	Implementation plan to reduce dependence on private automobiles and provide citizens with transportation choices by improving access for persons with disabilities, pedestrians, and bicyclists.	Yes

Questions/Comments

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For more information visit

<http://alexandriava.gov/localmotion/info/default.aspx?id=74320>